

PARKING INVENTORY:

Parking is a consideration in any thoroughfare planning study because it directly affects the capacity of individual facilities. On-street parking limits the capacity of a roadway, while a deficiency of parking adds to the congestion of an area by increasing circulation. Since on-street parking reduces the capacity of thoroughfares, parking removal is one of the first procedures applied in attempting to increase the capacity of a facility. Generally, on-street parking is not a problem in the Planning Area.

EFFECTS OF 1994 TRAFFIC ON THE EXISTING SYSTEM:

High Accident Location - Traffic accident records are of assistance in defining problem areas and often pinpoint a deficiency such as poor design, inadequate signing, ineffective parking, or poor sight distance. Accident patterns developed from analysis of accident data can lead to remedial action reducing the number of accidents.

Both the severity and number of accidents should be considered when investigating accident data. The severity of every accident is measured with a series of weighting factors developed by the Division of Highways of the NCDOT. In terms of these factors, a fatal or incapacitating accident is 47.7 times more severe than one involving only property damage, and an accident resulting in minor injury is 11.8 times more severe than one with only property damage.

TABLE 2
HIGH ACCIDENT SUMMARY 5/93-5/96

LOCATION	TOTAL	SEVERITY
1. BROAD ST./CAROLINE ST.	50	7.29
2. BILTMORE DR./BROAD ST.	38	3.34
3. BROAD ST./LONG DRIVE	37	6.45
4. US 220/BROAD AVE.	36	7.06
5. BROAD ST./ROCKINGHAM ROAD	32	5.68
6. NC 177/SPRING ST.	31	4.58
7. US 220/GREEN ST.	29	6.17
8. NC 38/MAIN ST.	22	9.49
9. US 1/MIZPAH ROAD	22	8.48
10. BROAD ST./DOGWOOD	20	12.28
11. BROAD ST./HANCOCK	19	4.12
12. LONG DR./ROCKINGHAM ROAD	17	5.79
13. BROAD ST./GREEN	16	23.19
14. US 74/NC 177	16	9.90
15. LONG DR./WASHINGTON	16	8.05
16. RALEIGH ST/SPRING ST.	14	4.70
17. BROAD ST./LEE ST.	14	4.17
18. BROAD ST./PICKETT	14	3.64
19. BROAD ST./LAWRENCE	14	3.11
20. NC 177/CHARLOTTE ST.	13	6.12